

Scarritt-Comstock Furniture Co.
St. Louis

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St. Louis

REMEMBER!
OUR PRICES
WERE LOWEST
BEFORE WE CUT

**YOU SUFFER A REAL LOSS UNLESS YOU
GET YOUR SHARE OF THESE RICH BARGAINS!**

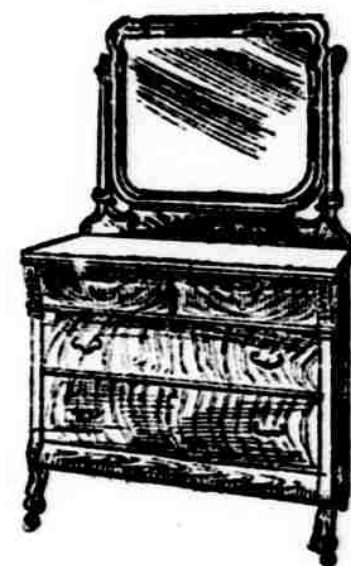
Every Piece Has Been Carefully Inspected and Pronounced Up to Our High Standard of Excellence.

Chiffonier

Golden Oak \$17.50
Was \$25.00
Mahogany \$19.00
Was \$27.00
Maple \$19.00
Was \$27.00

Dresser

Golden Oak \$20.00
Was \$28.00
Maple \$21.00
Was \$29.00
Mahogany \$21.00
Was \$29.00
Matched Pieces.



See This Group in Broadway and Locust Windows.

Genuine Mahogany Dresser and Chiffonier, Very Best Brass Bed, Pillars 2-Inch.

\$95.00 THREE PIECES
\$140.00 Former Price

**YOU CAN BUY A HALF MORE UP TO DOUBLE
THE AMOUNT---NOW!**

You Save From One-Half to One-Third on the Money You Expect to Spend.

CHIFFONIER

AND
DRESSER

Matched

Mahogany or Maple

\$47.50

Was \$65.00

Quartered Oak

\$45.00

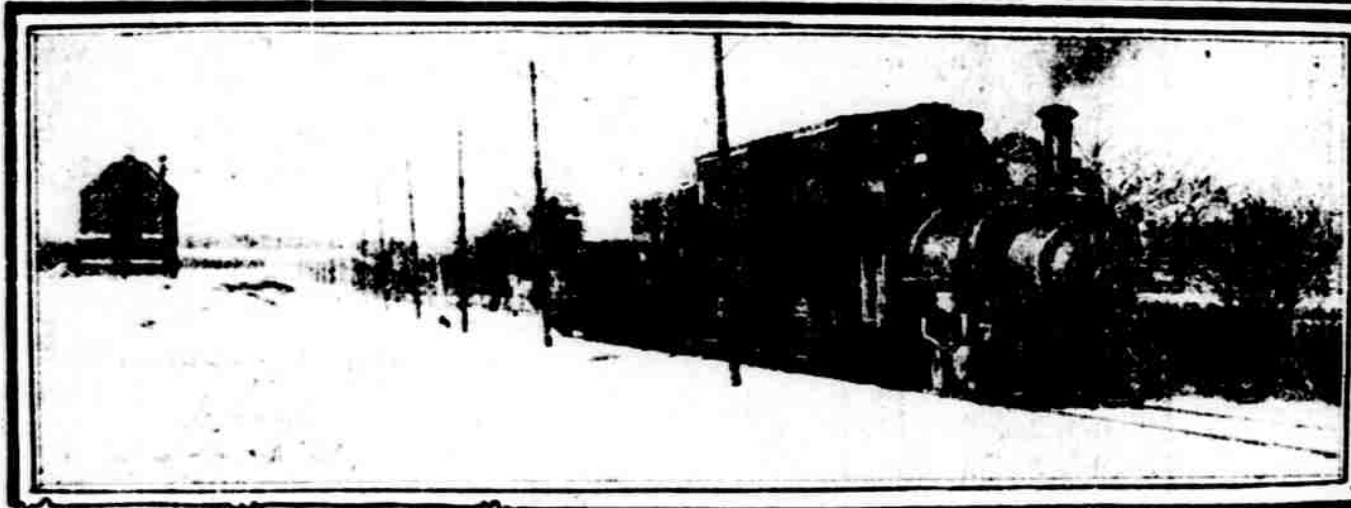
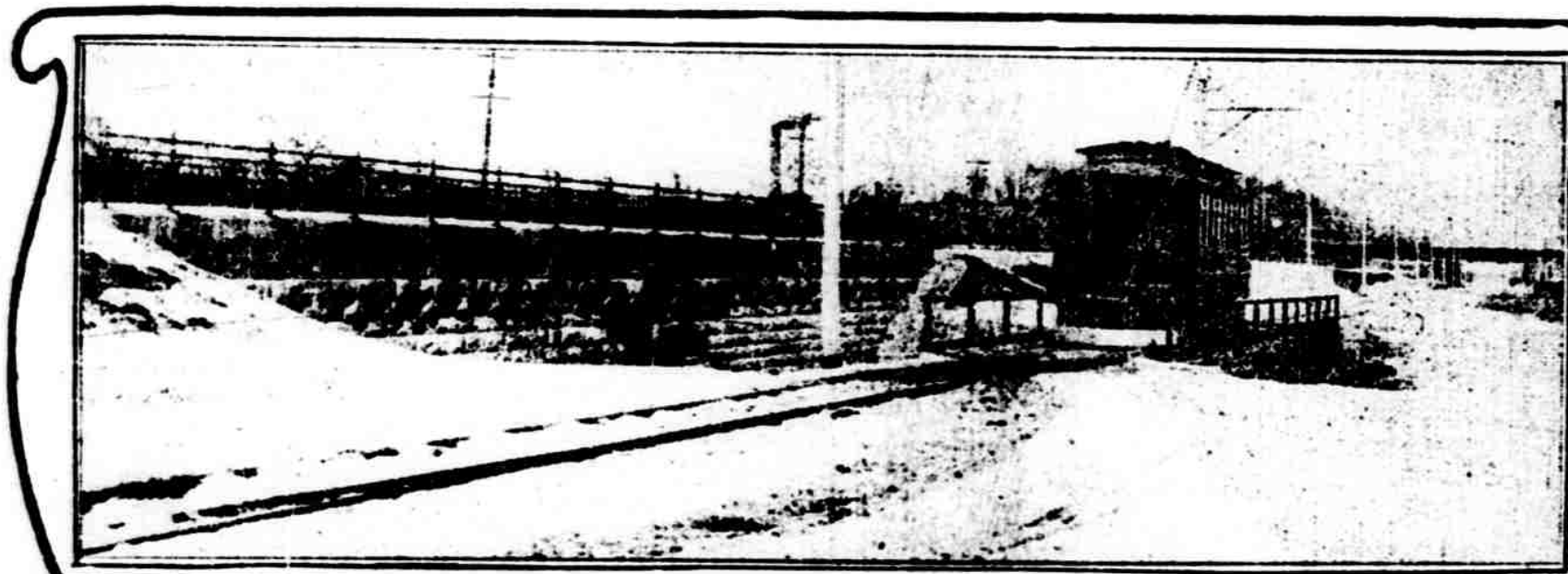
Was \$63.00

Price for 2 pieces

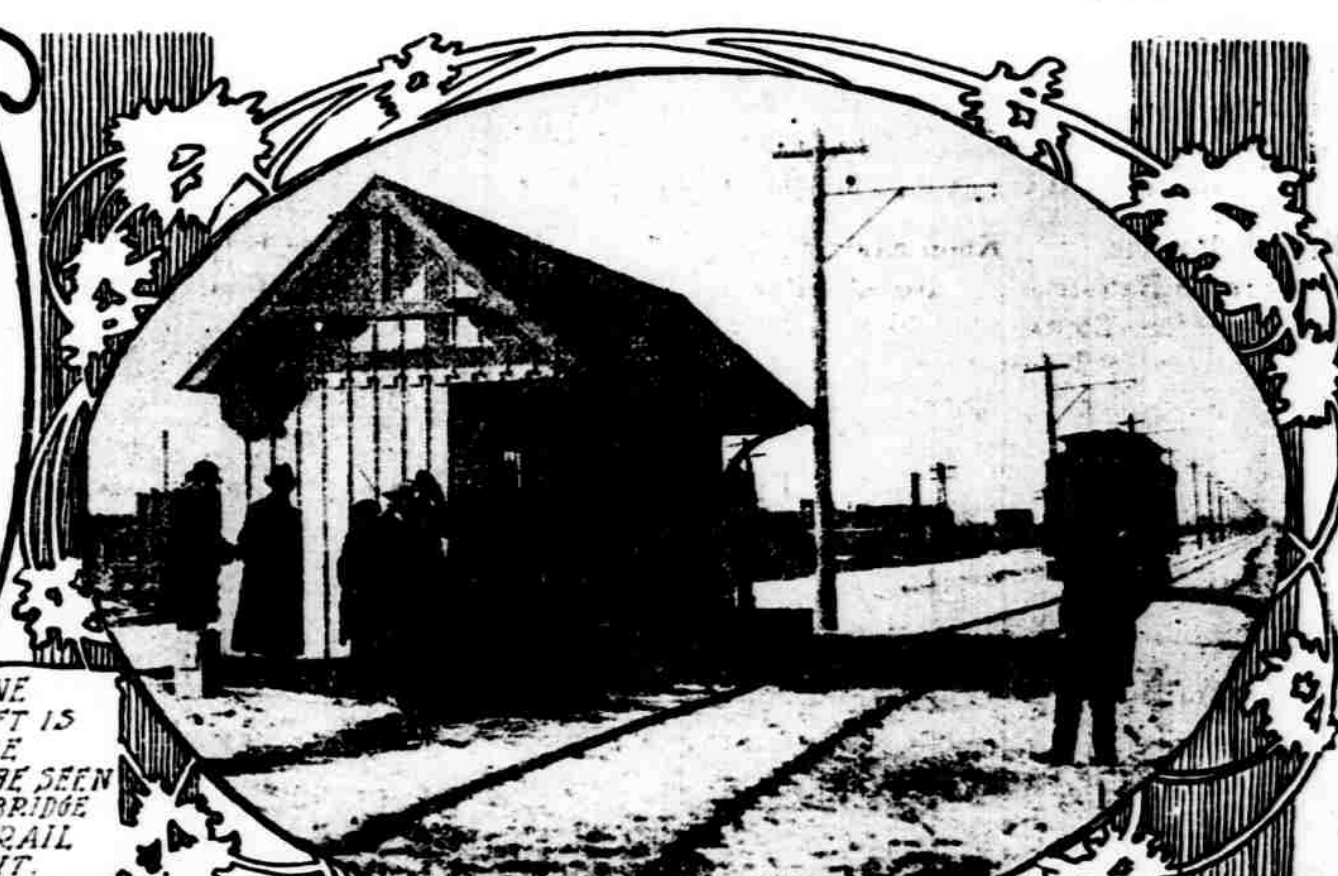
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ST. LOUIS HAS THE DISTINCTION OF BEING ONLY CITY IN UNITED STATES THAT OPERATES ITS OWN RAILWAY FOR FREIGHT AND PASSENGERS

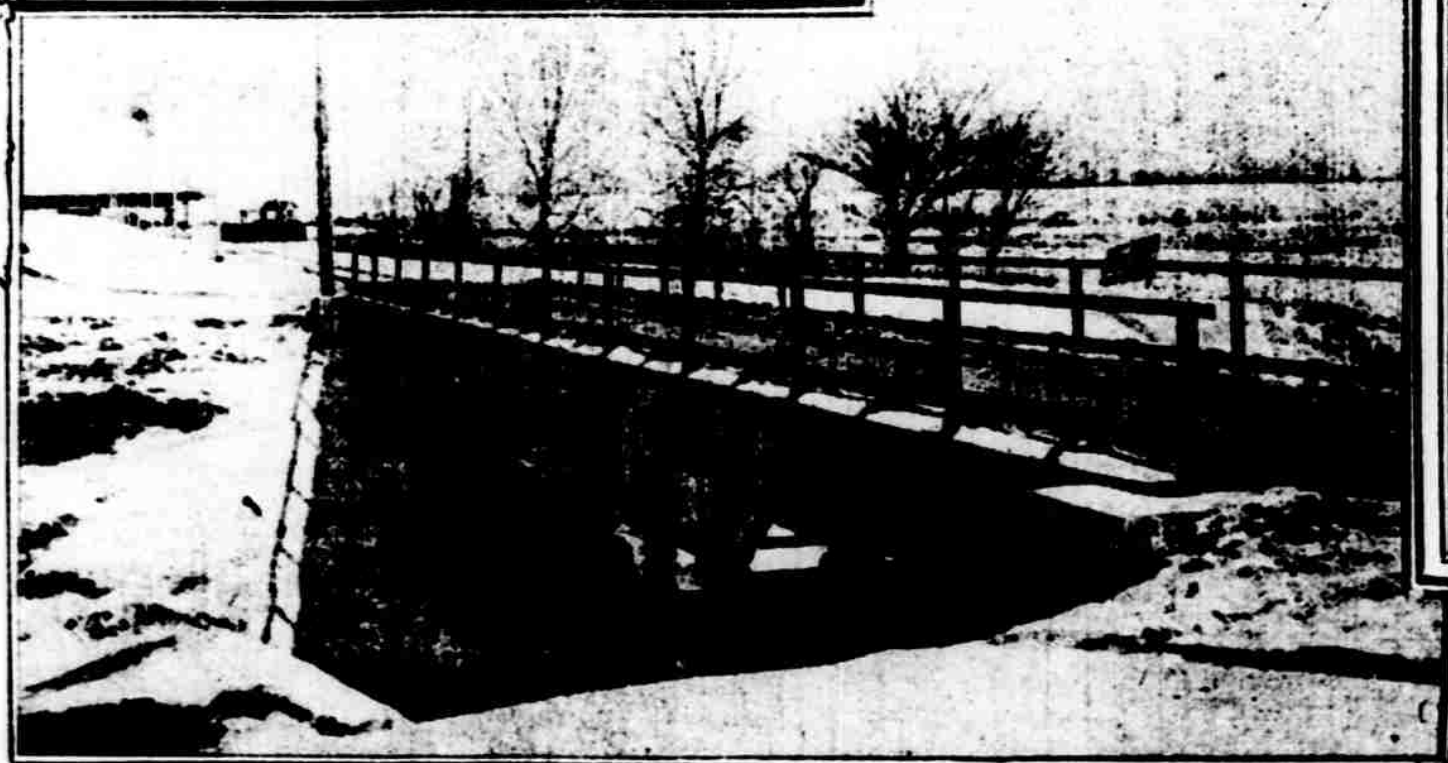


CAR CROSSING MALINE CREEK. AT THE LEFT IS THE CONDUIT. IN THE BACKGROUND MAY BE SEEN THE BURLINGTON BRIDGE OVER THE CITY'S RAILROAD AND CONDUIT.



BISSELL'S POINT TERMINUS OF THE MUNICIPAL ELECTRIC RAILROAD.

THE CITY'S LOCOMOTIVE RETURNING FROM THE CHAIN OF ROCKS WITH FOUR EMPTY CARS. THE BUILDING AT THE LEFT CONTAINS THE BADEN WATER-GATE IN THE CONDUIT.



THE ONLY STEEL BRIDGE ON THE SYSTEM IS OVER MALINE CREEK.



ONE OF THE CITY'S ELECTRIC CARS, IN SERVICE BETWEEN BISSELL'S POINT AND THE CHAIN OF ROCKS.

To operate a municipal road, and, incidentally, haul thousands of passengers over it without charging a fare, might seem a thing which a city could not do except at a good loss. It has been done without loss, however, except only in the sense that it fares had been collected from the passengers; the savings would have been greater and the road would have made money over and above its cost of operation.

This is what the only municipal road in the United States accomplished last year. Although the road has been in operation now for three years, it is nameless, in as far as any official provision of a name is concerned, but is variously known as the "Electric Road," "Chain Line," the "Waterworks Road," and the "Municipal Road."

Perhaps the last designation is the most appropriate, in the honor of being the pioneer city in municipal ownership of a traction line belongs to St. Louis.

This unique stretch of railway system, over which both freight and passenger traffic is conducted, and upon which the motive power is both steam and electricity, is only seven miles long. It is a single-track system, but with its sidings and switches its trackage is brought up to about 20 miles.

Stretching from Bissell's Point to the Chain of Rocks, paralleling the great conduit of the water system of the city, it has carried in one year considerably more than 1,000,000 passengers, all dead-head, and unnumbered tons of freight.

And all of this has been done at a total cost of operation of \$10,000 a year, a saving of more than \$100,000 over the record of the time when the city paid private corporations for its hauling over that same stretch of track.

NOT GREATLY REDUCED.

According to the report of Water Com-

missioner Ben C. Adkins, under whose direction the system is operated, the same service formerly was rendered at an annual cost to the city of \$110,000. Of this amount, \$10,000 was expended for lighting the three pumping stations, and \$100,000 was the price paid for the transportation of the employees of the Water Department over the line.

The showing of reduced cost is all the more excellent because the former cost represented that for services over a system which extended only from the Chain of Rocks to Baden. The road has been lengthened since.

From the time the city first began to operate the road, about four years ago, until late last year, the limits of the road remained the same. Then Commissioner Adkins thought it would make money for the city. Rather, it is a money-saving arrangement.

of operation for a year past was but \$10,000. That cost included the lighting of three pumping stations and two water towers, and the operation of the steam and electric divisions of the road. Under municipal ownership, the number of lights has been greatly increased, many cars have been run each day, where but few were run daily before, and the city's water pumping stations have never had to wait upon the caprice or necessities of private hauling companies for its fuel supply.

Three principal advantages in the new system of municipal operation over the old private operation are cited by Commissioner Adkins. These are: (1) The inherent advantage of municipal ownership may have per se. The road is not a money-making proposition, although Mr. Adkins thinks it would make money for the city. Rather, it is a money-saving arrangement.

The first and most obvious advantage cited by the Commissioner is that it accomplishes its prime reason for existence. It is a money-saving device. That it maintains the necessary line of communication between the three widely separated stations at the Chain of Rocks, Baden and Bissell's Point, respectively, is the next important advantage cited by the Commissioner.

Finally, it is a means of getting the workmen engaged at the various stations to their work on time.

MANY PASSENGERS CARRIED. The road is a trolley line, but is also used for steam locomotion. The two trolley cars which constitute the passenger equipment are used only for hauling passengers. The power is furnished by the city power-house at Baden, from which also the light for the stations and towers is supplied. The cost of furnishing the

electricity is but 1 cent a kilowatt an hour.

The trolley cars are of modern make, with locomotive wheels at each end, fifty-horse-power motor on each truck, 27 brakes and electric heaters. About five trips a day are made for passengers. In summer the cars run every hour. Not only are the employees of the department carried free, but also the citizens living in the neighborhood of the stations, which are practically without other transportation services. Passes are issued by the department.

Of the five daily cars, two are school specials for the pupils along the route of the municipal road.

This may seem "going some" along the lines of a paternalistic municipal government, but it is partly involuntary. The city is debarred from charging fare from its passengers. This being the case, and as it adds nothing to the cost of operation, it has been deemed worth while to haul, free of charge, the isolated residents of the city's northern fringe.

The citizens have responded enthusiastically to this arrangement. For twenty-eight days of last month 1,000 passengers were carried over the road. Last October 20,000 were carried. Last September its passenger statistics reached a total of 1,000,000 persons. On a single Sunday as many as 1,000 persons have been hauled by the two trolley cars.

OBVIATES COSTLY DELAYS. Besides the five regular daily trips, frequent extra trips are made by the cars each day, varying in number according to the necessities. This is what Mr. Adkins meant when he cited the value of the road in keeping open the line of communication between the stations.

The road parallels the conduit between the Chain and the Point. It furnishes the means of protection to the conduit at all times, a ready means of reaching any point on the line in the shortest possible time, and thus concentrating workmen wherever needed without delay.

In the old days of private operation there were many and costly delays in getting the workmen to and from the various stations. It was this fact, perhaps, more than any other one circumstance, that led to the municipal operation of the road. With the latter the delays have vanished. The men get to work on time and are promptly carried to their homes at the end of their day's work.

The steam equipment of the road consists of a single "saddle-back" locomotive, which is used to haul freight, consisting principally of coal, lime and iron. The engine is 125-horse power and can haul five loaded cars at twelve miles an hour. It cost \$4,000.

The locomotive gives the city complete control of the fuel situation, as it makes it independent of the railways and does not leave the pumping stations at the mercy of the exigencies of the carrying companies. The engine goes into the yards, switches its loaded coal cars, hauls them to the stations and switches them there to their proper stings. Apart from the economy of the arrangement it leaves nothing to the chance of a tie-up in the yards or any other untoward circumstance that under the old arrangement would cause a shortage or fuel famine at the stations.

Fourteen employees constitute the entire operating staff of the Municipal Road.